



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2301097

Applicant Name: Casey Huang for Abused Deaf Women's Advocacy Services

Address of Proposal: 8623 Roosevelt Way Northeast

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish the use for the future construction of a mixed use structure containing 21 low income, disabled residential units and 3,517 square feet of administrative office uses at and above street level. Surface parking to be provided for 10 vehicles.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapters 23.47; 23.53; and 23.71. SMC - Six Design Departures.

1. SMC 23.47.016D.1. Screening and Landscaping.
2. SMC 23.53.035 Structural Building Overhangs.
3. SMC 23.71.036.B.7 Maximum Structure Width and Depth..
4. SMC 23.47.008B Non-Residential Uses at Street Level.
5. SMC 23.71.014 Open Space in Northgate Overlay.
6. SMC 23.47.014C Setbacks.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

* Early DNS Notice published June 3, 2004

BACKGROUND DATA

Proposal Description

The applicant, the Abused Deaf Women's Advocacy Services (ADWAS), proposes to build a four-story building with 21 residential units for its clients on three floors and office space and meeting rooms for the organization's sole use on the ground level and a portion of the second floor. A children's play area, a garden and a surface parking lot are proposed for the site's western portion. The proposed structure, on the parcel's eastern half, resembles a large rectangular box with a series of bay windows.

Located on a commercial and residential corridor in the Maple Leaf neighborhood, the site lies at the southwest corner of Northeast 88th Street and Roosevelt Way Northeast. The rectangular site extends 144.5 feet along Roosevelt Way NE and 103.19 feet to the west property line. Vehicular access from NE 88th Street would pass through a decorated security gate. A formal pedestrian entrance would grace Roosevelt Way NE.

Zoned Neighborhood Commercial Two with a 40' height (NC2-40), the parcel's western property line separates it from a Single Family 5000 (SF 5000) zone. The site is relatively flat, and mature coniferous trees define the site's western edge.

Site and Area Description

The Maple Leaf water tower with its associated reservoir and Roosevelt Way's mature trees represent the area's most salient attributes. Less significant as visual landmarks but intrinsic to the neighborhood are Stephenson's Ace Hardware, Judy Fu's Snappy Dragon, the Maple Leaf Grill, Math and Stuff and Art Tile. Amidst these and other businesses, several vacant storefronts and a remnant of a building destroyed by fire line Roosevelt Way.



No dominant architectural style or type of material prevails. One and two story buildings line Roosevelt Way NE although caddy corner from the site, a mixed use building constructed in 1992 rises four floors above the street.

The NC2-40 corridor along Roosevelt Way stretches approximately four blocks from NE 85th Street to mid-block between NE 90th and 91st Streets north of Ace Hardware and the Perkins

Schools where the zoning changes to Lowrise Two Residential Commercial (L-2 RC). One either side of the NC2-40 zone are Single Family 5000 (SF5000) zones.

Public Comments

Twenty-four people signed in at the Early Design Guidance meeting. The following comments were made for the record.

- Set the building back further from Roosevelt Way NE.
- Construct a solid fence or wall around the property's perimeter.
- Use brick. Many buildings in the Maple Leaf neighborhood have brick.
- Eliminate the playground. A park is two blocks from the site.
- Reduce the building size as it is too large for the lot.
- Ensure the building fits into the neighborhood.
- Ensure adequate open space at ground level.
- Create a shelter for the bus stop. See Guideline A-4.
- Address the Northgate Guidelines.
- Use good materials.
- Enliven the streetscape with benches and pleasant landscaping. Refers to Guideline C-3
- Avoid blank walls. Refers to Guideline D-2.
- Create a sense of openness with the surroundings.
- Provide adequate parking that won't allow vehicles to spill over into the neighboring streets.
- Oppose the departure for the landscape buffer adjacent to the neighbor.
- Ensure that there is a crosswalk with buttons to activate the lights.
- Produce a traffic study.

Written comments. The Department received seven comment letters. The content of the letters mirrored the observations made at the public meetings. Themes focused on a paucity of proposed parking spaces; lack of adequate traffic mitigation and safety measures in the area; blocked sight lines for turning onto Roosevelt Way; and the security gates to the parking lot. Other concerns addressed the facility's potential for attracting sexual predators to the neighborhood; and construction impacts. Comment letters also discussed preferences for building and plant materials, the need for increased setbacks on Roosevelt Way NE; the height limit; and the possibility of unstable soils due to the removal of oil tanks.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The project proponents presented their initial ideas at an Early Design Guidance meeting on May 19th, 2003. After visiting the site, considering the analysis of the site and context provided by the proponents,

and hearing public comment, the Design Review Board members identified the following Citywide Design Guidelines as high priorities to be considered in the final proposed design.

A: Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board appreciates the intention to preserve the mature trees on the west edge of the site.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The proposed design should take into account the bus stop and should encourage pedestrian activity along Roosevelt Way NE even though the street level will not be devoted to retail or customer services.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

The design challenge is to create privacy and security for the building's occupants while simultaneously ensuring the building's integration into the Maple Leaf community. Streetscape amenities should be designed to foster pedestrian activity. Architectural and landscape elements may include overhead canopies, bus shelter, planters integrated into the structure, art, etc.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The project design, particularly the landscaping along the proposed surface parking lot, should consider the impacts on the neighboring single-family house. For a portion of the site's western edge, the applicant has requested a departure to eliminate the landscaping requirement. The Board encouraged the architect to add a trellis with vegetation above the proposed wall at the property line. This wall will need to be opaque.

A-6 Transition Between Residence and the Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board recognizes the primacy of providing security and privacy for the building's occupants. The design of the streetscape, however, should recognize and encourage pedestrian activity along this portion of the Roosevelt Way commercial corridor.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Placing the proposed west facing balconies above the garden and children's play area rather than the parking lot would provide an opportunity for the mothers to monitor the play area.

The design should visually integrate the garden and the play area while maintaining their distinct identities. Consider using landscape berms and plantings rather than fencing to separate the play area from the parking lot.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

The Board members noted that they were particularly interested in the layering of landscaping between NE 88th Street and the parking lot.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Although the Board acknowledges that the proposed entry off Roosevelt Way NE does not need placement at the corner, the Board requests that the building's design respond to its corner condition. For example, since the offices are proposed on two levels at the corner, the exterior façade should reflect the building's interior organization by the arrangement of fenestration and massing to accent the corner.

C: Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The eclectic architectural context is part of the neighborhood's appeal, yet the zoning allows for larger buildings along Roosevelt Way NE than most of the older structures. The potential transformation in scale along Roosevelt Way suggests that architectural design recognize these conditions and use strategies to avoid abrupt changes in height, bulk and scale.

The Board expects to see building materials that address the neighborhood context.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

Although the building has similarities to many mixed-use buildings, its one occupant and the range of provided services create an excellent opportunity for the design to express the building's functions on the exterior. Some of the various programmatic functions including the two-story office component, the commons area (dining and living room), class and meeting rooms, the children's inside play area and the dwelling units can be articulated on the exterior. This will enrich the building's presence and identify it as a special place.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Achieving a human scale will be particularly important at the ground level of the mixed-use building. Distinctive architectural elements---canopies, pavers, quality masonry, and fenestration---will help achieve this. The refinement of the details makes for a more intimate scale.

Both the interior and exterior children's play areas provide an opportunity for architectural expression. Scaling the architectural features to reflect the children's size and needs would enrich the building design. Adjusting the window heights and door sizes to accommodate the children would introduce a level of sensitivity that other projects normally lack.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

A well designed building is not necessarily defined by lavish materials. The Board members prefer materials that have texture and pattern and lend themselves to high quality detailing.

D: Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-orientated open space should be considered.

Security is a paramount component. The Board requests to see a lighting plan and design elements that foster a safe environment without creating the appearance of a fortress. The proposed entry gate to the parking lot, for example, should be artistically designed and an asset to the neighborhood rather than a prosaic security gate.

Although this building's program is more private than other mixed use structures, the building needs to be a good neighbor and a community asset. Given the neighborhood's concerns about the project, the architect should give particular attention to those design elements that interface with the neighborhood. These include the security gate, the amenities on the streetscape, the façades facing the sidewalks and the property lines among others.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

The design should not present a blank wall to the south neighbors. Given the proposed height, this façade will also be exposed to traffic on Roosevelt Way.

D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

The area between the parking lot and the sidewalk should be nicely landscaped and integrated with the proposed security gate. Consider screening the parking lot with plantings and/or a landscape berm.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

See comments from D-1.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The project design should give special attention to the edges of the site where the project interfaces with the streetscape and its neighbors. Planters integrated into the building, site furniture, trellises, and plant materials among others can be a community asset. Design a landscaped area that seamlessly weaves the play area, the garden, the building and the parking lot into one another.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on May 11, 2004.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on July 12, 2004 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Public Comment: Thirteen community members signed-in at the Final Recommendation meeting. Several issues raised by the public focused on the following:

- Not enough off-street parking for 21 units and employees.
- No off-street parking for visitors.
- On-street parking in the neighborhood is already congested.
- On-street parking will be reduced by the addition of the curbcut.
- Do not recommend the departure for landscape screening.
- Do not recommend a departure for the bay windows.
- The proposed open space is not accessible to the public.
- Numerous accidents have occurred at the intersection. The proposed building will block sight lines.
- Shift the security gate farther back into parking lot to create a visitor's space.
- Create greater transparency at the building's corner. Design of the corner should be more creative. Shift entry to the corner.
- Add more pedestrian amenities along Roosevelt Way NE and NE 88th St.
- Build an underground parking garage.
- Add can lights similar to the ones in the University District.
- Require setbacks that comply with the Northgate Overlay District regulations. Deny departure

request #6.

- Request for better detailing and ornamentation or art.
- What about the presence in the neighborhood of sexual predators and perpetrators of violence?

Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Screening and Landscaping.
2. Structural Building Overhangs.
3. Maximum Structure Width and Depth.
4. Non-Residential Uses at Street Level.
5. Open Space in Northgate Overlay.
6. Setbacks.

Recommendations

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board members made no further comments.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board members emphatically recommended a much stronger street presence for the building. Although there is not a lot of available room at the right-of-way, the building should still provide a more animated experience for the pedestrians and the neighborhood, particularly in response to the private nature of the building's mission. The architect should look for opportunities to provide greater transparency where the program lends itself to it. The corner with its administrative offices should contain more windows. The Board also advised the applicant to rearrange internal office spaces to provide more opportunities for increased transparencies. The Board recommended better plantings (no bamboo), planters that can also be used as seating, canopies, a more gracious outdoor waiting area, integration of benches and a bus shelter. These elements should complement one another.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

Recognizing the client's special need for privacy, the Board believes the building design should enhance the pedestrian experience on Roosevelt Way NE and NE 88th Street. The Board recommended artful design of landscaping, elevations and paving along the street. The maple leaf design for the security gate to the parking lot is a good example of how the architect can add value to seemingly mundane architectural elements. Although neighborhood residents may never enter the building, many will walk along its nearly 250 feet of street frontage. The design should add elements that provide a sense of place for the Maple Leaf neighborhood that prides itself on its neighborhood identity.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The Board recommended hardy and fast growing plantings on the trellis between the house and the subject property. They also recommended posting a sign in the parking lot requiring front end parking only.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board recognizes and appreciates the primacy of providing security and privacy for the building's occupants. As the Board stated earlier, the design of the streetscape should encourage pedestrian activity as the block represents a portion of a vital Roosevelt Way commercial corridor. See recommendations in A-2, A-4, A-10, C-3, D-1, 7, E-2.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Departure #4 discussed below addresses the applicant's intention to provide a private open space for the residents of the building.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

The Board recommended front end parking only in the lot to help avoid vehicular exhaust drifting into the neighbor's property.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board agreed that the design must increase the amount of glazing at the corner. The design already expresses interior functions on the building's façade. The two lower floors on the corner, which house the office, should support more windows and acknowledge its corner condition.

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

No additional comments were provided.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

See A-10.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

At the earlier meeting, the Board requested additional architectural elements on the façade and street frontage that achieve a human scale. The Board now recommends distinctive architectural elements---

canopies, pavers, tiles, and fenestration---and quality detailing to help achieve this. The refinement of the details makes for a better human scale.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board did not add to its earlier suggestions.

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The Board reiterates its earlier statement that although this building's program is more private than other mixed use structures, the building needs to be a good neighbor and a community asset. Given the neighborhood's concerns about the project, the architect should give particular attention to those design elements that interface with the neighborhood. The development team has made a good start with its maple leaf design for the security gate. The formal entrance on Roosevelt Way NE should be more generous and welcoming with better quality materials and detailing, material changes in the paving, and an infusion of art.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

In the early design guidance, the Board requested that the south elevation not have a blank wall. The design satisfies this request and the Board did not comment on the drawings.

D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

The Board accepted the design for the security gate design and encouraged high quality landscaping along the sidewalk and around the perimeter of the trash/recycle area.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Security is a paramount concern. The Board previously asked that the design elements foster a safe environment without creating the appearance of a fortress. The Board recommended that up lighting be used in the planting beds adjacent to the building and that the bamboo proposed for the gardens be replaced by a less thick and wild plant.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Landscaping adjacent to the single family residence should provide a gentle transition between the different uses.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Board recommended the addition of the following landscape features at the streetscape and at close proximity to the neighbors: trees should be a caliper of three or four inches; add canopies; create a more generous outdoor waiting area that includes quality landscaping and plantings; add more than one bench or provide a bus shelter; change paving pattern at the entrances and flanking the driveway; incorporate artful designs (e.g. the security gate maple leafs) into the landscaping and building along Roosevelt Way and NE 88th St. Use hardy and fast growing plantings on the trellis screening the parking lot.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the July 12, 2004 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the July 12th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

NORMAL	REQUIREMENT	REQUEST	JUSTIFICATION	ACTION
1. Screening and landscaping. 23.47.016.D.1	5 foot deep landscaped area and 6' high wall separating an abutting residential zone.	Reduce landscape area to 1'7" deep and provide a trellis with plantings above 6' high wall	<ul style="list-style-type: none"> Provides adequate length for required large parking spaces. Board recommends front in parking only. Planted trellis adds to screening. 	APPROVED
2. Structural Building Overhangs. 23.53.035	Maximum 9' at the outer wall of bay window. Maximum 36 sq. ft. bay window.	Squared off 11' window. Exceeds Code by 2' at outer wall.	<ul style="list-style-type: none"> Cleaner lines reflecting contemporary aesthetic. 33 sq. ft. proposal is less than 36 sq. ft. maximum. 	APPROVED
3. Maximum Width and Depth of Structures. 23.71.036.B.7	Applies to portions of structure within 50' of residential zone. Above 30', wall length shall not exceed 80% of abutting lot line to a maximum of 60'	A portion of the façade 78'6.5" linear feet by 10' encroaches into the 50' zone by a total of 2.5"	<ul style="list-style-type: none"> Provides modulation on the west façade. Structure is on average farther from the residential zone than if design was built to achieve the maximum building envelope. 	APPROVED
4. Nonresidential Uses at Street Level. 23.47.008.B	Maximum of 80% of structure's street front façade shall be occupied by nonresidential uses.	55% of Roosevelt Way frontage devoted to commercial use.	<ul style="list-style-type: none"> 52'4" (entire façade) is commercial use on NE 88th St. Adding canopies, outdoor waiting area, decorative treatment to paving and walls, and higher quality materials. 	APPROVED
5. Open Space in Northgate Overlay. 23.71.014	Useable open space shall be open to the public based on established hours.	Private garden and play area accessible only to ADWAS community.	<ul style="list-style-type: none"> Privacy and security of residents is paramount. Higher quality landscaping and building materials along two street frontages. 	APPROVED
6. Setbacks 23.47.014C	5' setback from street property lines where	3' setback and 4' wide planted area adjacent to	<ul style="list-style-type: none"> Avoids conflict with overhead utility lines. 	APPROVED

	street trees are required. Street trees meeting SDOT standards.	building provided.	<ul style="list-style-type: none"> ▪ Provides space for building program's requirements. ▪ Added landscaping along NE 88th St. 	
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The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1. Provide a more animated experience for pedestrians and the neighborhood by adding canopies, a bus shelter, street furniture, quality pavers, and art along Roosevelt Way NE and NE 88th Street. (A-2)
2. Increase the amount of fenestration in areas of the building that warrant less privacy (i.e. appropriate offices, reception area, classrooms.). (A-2)
3. Strengthen the corner by adding more glazing or by providing other architectural elements that acknowledge the corner site. (A-10)
4. Add decorative architectural elements or ornamentation that convey a sense of place or neighborhood identity. (A-4)
5. Post a sign requiring front end parking in the lot. (A-8)
6. Design elements along the street frontages that achieve a sense of human scale. Add quality canopies, pavers, tiles, street furniture and other features along Roosevelt Way and NE 88th St. (C-3)
7. Provide up-lighting in the plant and flower beds to reinforce security. (D-7)
8. Revise the planting plan to eliminate the bamboo along the building edge. (D-7)
9. Increase the caliper of the trees to three to four inches. (E-2)
10. Add canopies to the street facades. (E-2)
11. Increase the size of the outdoor entrance area on Roosevelt Way. (E-2)
12. Add more street furniture or a bus shelter that ties into the landscape elements along the street fronts. (E-2)
13. Add distinctive materials and paving pattern to the front entrance and to the area flanking the driveway. (E-2)
14. Incorporate artful designs in the landscaping and building design along Roosevelt Way and NE 88th St. (E-2)
15. Use a hardy and fast growing plant on the trellis screening the parking lot. (E-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated May 11, 2004) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, streets and parking impacts as well as mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M. To reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.:

- A. Surveying and layout.

- B. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protection, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction timeframe if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the adjacent residential building.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

An excavation to construct the lower level of the structure areas will be necessary. The maximum depth of the excavation is approximately two feet and will consist of an estimated 650 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Traffic and Parking

Construction of the project is proposed to last approximately 12 months. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require 65 round trips with 10-yard hauling trucks or 32.5 round trips with 20-yard hauling trucks. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Large trucks on Roosevelt Way NE during afternoon peak hours may have adverse impacts on traffic movements and volumes during this time. Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Roosevelt Way NE. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Demand for parking by construction workers during construction could reduce the supply of parking in the vicinity; however, based on staff visits during normal construction hours, adequate parking is available along the nearby streets to accommodate the peak of 35 construction workers. Therefore, no mitigation is warranted pursuant to SEPA policies governing construction impacts SMC 25.05.675B.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; potential loss of plant and animal habitat; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by

SEPA policies. However, due to the size and location of this proposal, and traffic and parking impacts warrant further analysis.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that multifamily (apartments) projects generate approximately .62 average vehicle trips in the P.M. peak period per unit. Based on these estimates, the 21 residential units in the building would result in approximately 13 trips. However, because most of the residents are low-income and some could be visually impaired, the total number of P.M. peak period trips (based on ITE) is overstated for the proposed building. A single tenant office building has an average vehicle trip rate of 1.72 per 1000 square feet of floor area based on ITE standards. The 3,500 square feet of office space would generate a total of five P.M. peak hour trips. These figures may also overstate the amount of vehicular trips generated by a specific social service agency with a limited clientele. A generous estimate of a total of 18 trips in the P.M. peak hour will have an insignificant impact on local levels of service.

Parking

The proposed ten parking spaces exceed the Land Use Code requirement for on-site parking. The on-site parking supply is based on Code provisions for multifamily residential occupied by low-income disabled households and administrative office uses. The tenant population will comprise deaf women with low-incomes with several of them lacking sight. The ITE manual, *Parking Generation*, estimates an average rate of 2.79 parking spaces for every 1,000 square feet of office building area. This estimate is likely to be higher than the ADWAS rate due to the suburban bias in the ITE statistics. At this location, employees will have better access to alternative modes of transportation (bus, walking, bicycles, ride-share) than were they situated in a suburban office building. Using ITE's 2.79 multiplier, the office use would need approximately nine parking spaces. ADWAS reports that 98 percent of its clients do not possess autos. At any given time, utilization of autos among tenants would account for one or two parking spaces. In total, there is a demand for ten to eleven parking spaces during the day, which would produce spillover parking into the neighborhood of one vehicle. Based on staff visits to the vicinity, on-street parking supply would be able to accommodate the additional demand of one vehicle to the area. This amount would not adversely impact parking availability in the area. During the evening, demand for on site parking by the office use would be reduced due to the hours of operation.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the

requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS-DESIGN REVIEW

Prior to Issuance of a Master Use Permit

Update plans according to the following conditions:

1. Provide a more animated experience for pedestrians and the neighborhood by adding canopies, a bus shelter, street furniture, quality pavers, and art along Roosevelt Way NE and NE 88th Street.
2. Increase the amount of fenestration in areas of the building that warrant less privacy (i.e. appropriate offices, reception area, classrooms.).
3. Strengthen the corner by adding more glazing or by providing other architectural elements that acknowledge the corner site.
4. Add decorative architectural elements or ornamentation that convey a sense of place or neighborhood identity.
5. Post a sign requiring front end parking in the lot.
6. Design elements along the street frontages that achieve a sense of human scale. Add quality canopies, pavers, tiles, street furniture and other features along Roosevelt Way and NE 88th St.
7. Provide up-lighting in the plant and flower beds to reinforce security.
8. Revise the planting plan to eliminate the bamboo along the building edge.
9. Increase the caliper of the trees to three to four inches.
10. Add canopies to the street facades.
11. Increase the size of the outdoor entrance area on Roosevelt Way NE.
12. Add more street furniture or a bus shelter that ties into the landscape elements along the street fronts.
13. Add distinctive materials and paving pattern to the front entrance and to the area flanking the driveway.
14. Incorporate artful designs in to the landscaping and building design along Roosevelt Way NE and NE 88th St.
15. Use a hardy and fast growing plant on the trellis screening the parking lot.

Non-Appealable Conditions

16. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce P. Rips, 615-1392). Any proposed

changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

17. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 615-1392), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
18. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

CONDITIONS-SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

19. Submit a Construction Transportation Plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

20. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M.

Hours on weekdays may be extended from 6:00 P.M. to 8:00 P.M. on a case by case basis. All evening work must be approved by DPD prior to each occurrence.

Once the foundation work is completed and the structure is enclosed, interior construction may be done in compliance with the Noise Ordinance and is not subject to the additional noise mitigating conditions.

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.:

- A. Surveying and layout.
- B. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

21. Measures identified in the Construction Transportation Plan shall be implemented.

Signature: (signature on file) Date: November 8, 2004
Bruce P. Rips, AICP

BPR:rgc
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